

## IMPROVEMENT ACTIONS

N. 50TH ST. TO N. 110TH ST.

The following is an overview of the results of study's accident analysis, contributing factors, and feasible improvement options for the Central Focus Area.

### ACCIDENTS\*

351 total accidents  
28% were rear-end accidents  
10% were angle accidents  
10% were sideswipe accidents

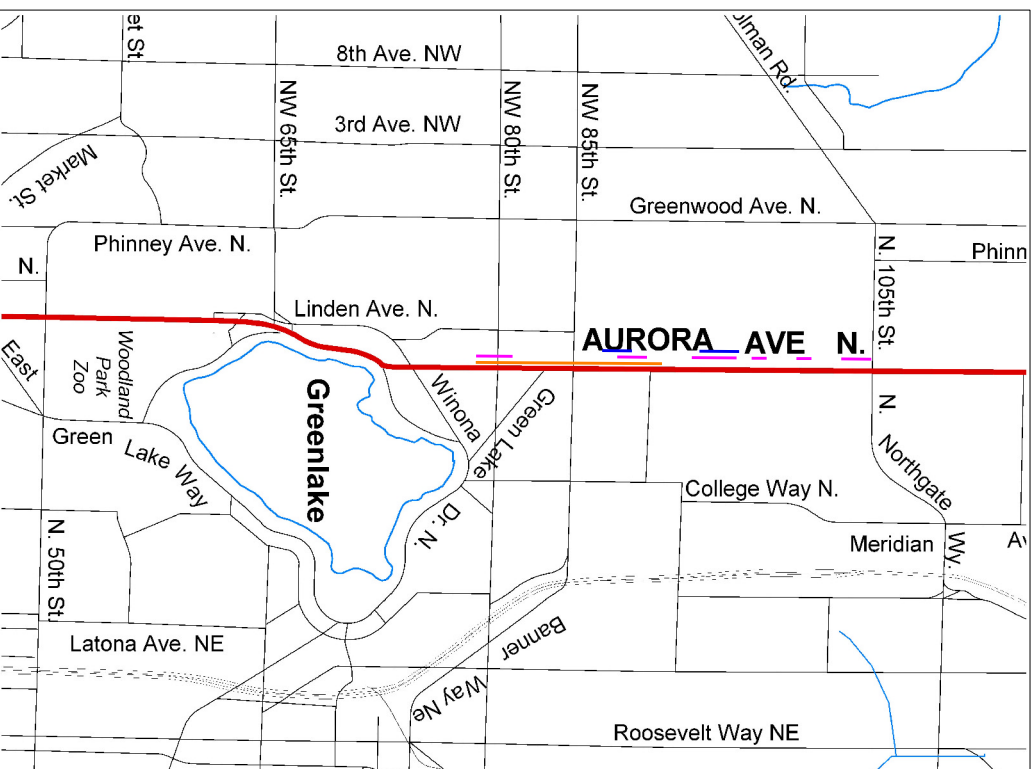
\*Accident data was provided by the Washington State Department of Transportation for 1998 through 2000. The numbers reported are for accidents occurring within the high accident and pedestrian accident locations

### CONTRIBUTING FACTORS

- Narrow lanes and sidewalks.
- Several uncontrolled left turn locations.

### OTHER ISSUES

- The environment is largely built out with structures close to the roadway edge, which significantly limits widening options.
- The King County Traffic Safety Coalition has identified the SR 99 corridor as an alcohol awareness emphasis area due to the high number of alcohol related accidents.



### LEGEND

- HIGH ACCIDENT LOCATION (HAL)
- HIGH ACCIDENT CORRIDOR (HAC)
- PEDESTRIAN ACCIDENT LOCATION (PAL)
- SHORT TERM IMPROVEMENT ACTION

### SHORT TERM ACTIONS

- Addition of a raised median and managed left turn lane in the vicinity of North 87th Street to address angle and turning related angle accidents.
- Addition of pedestrian crossing improvements in the vicinity of North 95th Street.
- Continued updating of traffic signal timing to mitigate rear-end accidents (recently updated in 2001).
- Where necessary, extension of parking restrictions during peak hours of congestion.
- Encourage increased enforcement of speed limits.
- Support increased outreach for alcohol awareness.

### LONG TERM OPTIONS WITH REDEVELOPMENT

- Additional managed left turn lanes and driveway consolidation as necessary to mitigate turning related sideswipe and angle accidents.
- Intersection phasing improvements to mitigate angle and turning accidents.
- Where necessary, additional extension of parking restrictions during peak hours of congestion.
- Transit speed and reliability improvements.
- If determined feasible, provide wider sidewalks and planting strips (maximum of 10.5 feet)